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CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY 25X1A

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 21 August 1950

SUBJECT Locomotive Statistics

NO. OF PAGES 2

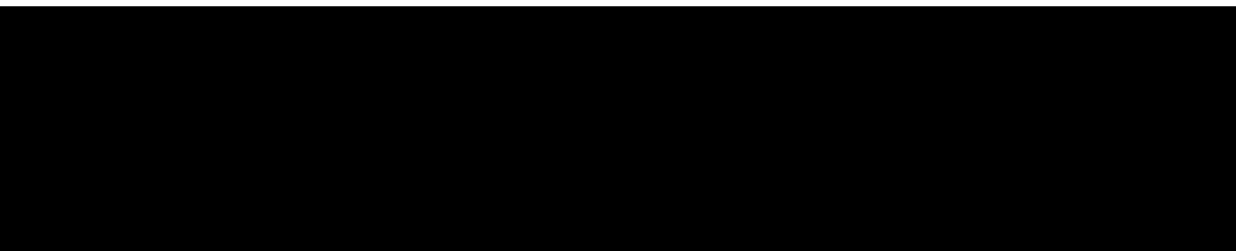
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PLACE
ACQUIRED [REDACTED]

NO. OF ENCLS. 2 Annexes
(LISTED BELOW) (3 pages)

DATE OF
INFO. [REDACTED]

SUPPLEMENT TO
25X1X REPORT NO.



SOURCE

1. A list has been made of locomotives available in the Soviet Zone of Germany on 28 February 1950 and 31 March 1950. *
2. The tabulation of locomotives available has been broken down according to types. **
3. More than 30 percent of all locomotives in the Soviet Zone of Germany are in need of repair. ***

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Comment. See Annex 1 for list of locomotives.

25X1X

Comment. See Annex 2 for break-down as to types.

Comment. [REDACTED]

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The fact that more than 30 percent of all operational locomotives are in need of repair is characteristic of the poor over-all condition of the locomotives operating in the zone. The damaged locomotives consist mostly of those which are almost beyond repair and which will therefore usually be cannibalized. They may hardly be considered as a reserve. Column locomotives are the locomotives operating for the Soviets. They are organized into 12 locomotive columns and are considered by the Soviets to be their property as booty or reparations. Foreign locomotives are locomotives of foreign origin, most of which have been in the Soviet Zone of Germany since the end of the war. Most of them are unserviceable because of heavy war damage. Of these locomotives 26 were returned to Hungary in February and 18 in March. Small standard-gauge locomotives are suitable only for switching

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operations. Most of the narrow-gauge locomotives have gauges of 60 and 75 cm although some have a gauge of 100 cm.

- 2 Annexes:
- (1) Stocks of Locomotives in the Soviet Zone of Germany
 - (2) Breakdown of the Park of Locomotives according to Type.

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